

**Assembly Joint Resolution**

**No. 39**

**Introduced by Assembly Members Thomson and Murray**  
**(Principal coauthors: Assembly Members Battin, Baugh,**  
**Leach, and Washington)**  
**(Coauthor: Assembly Member Bustamante)**  
(Coauthors: Senators Costa, Johannessen, Kelley, Kopp,  
Lee, Lockyer, and Monteith)

September 8, 1997

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Assembly Joint Resolution No. 39—Relative to the  
Intermodal Surface Transportation Efficiency Act.

LEGISLATIVE COUNSEL'S DIGEST

AJR 39, as introduced, Thomson. Intermodal Surface  
Transportation Efficiency Act.

This measure would respectfully memorialize the Congress  
of the United States to enact Legislation to reauthorize the  
Intermodal Surface Transportation Efficiency Act in a  
manner that accomplishes prescribed objectives.

Fiscal committee: no.

1 WHEREAS, The passage of the Intermodal Surface  
2 Transportation Efficiency Act (ISTEA) in 1991  
3 represented a watershed event in the evolution of federal  
4 transportation policy; and  
5 WHEREAS, The reauthorization of ISTEA is expected  
6 to be adopted by the United States Senate and House of  
7 Representatives later this year; and

1 WHEREAS, All members of California's Congressional  
2 delegation have created a caucus which has advocated on  
3 behalf of California and its interests during the ISTEA  
4 reauthorization process; and

5 WHEREAS, Several proposals are currently being  
6 considered by the United States Senate and House of  
7 Representatives; and

8 WHEREAS, In considering these proposals for  
9 reauthorizing ISTEA, the federal government is  
10 evaluating numerous factors for calculating the  
11 distribution of federal Highway Trust Fund moneys; and

12 WHEREAS, Each of these proposals contain some  
13 provisions that will be fiscally beneficial to California, and  
14 some provisions that will be fiscally detrimental to  
15 California; and

16 WHEREAS, Current federal program categories limit  
17 the flexibility of the states with regard to the manner in  
18 which the states may spend their funding; and

19 WHEREAS, The Congestion Mitigation and Air  
20 Quality (CMAQ) Program has proven to be effective at  
21 improving air quality in California given the state's  
22 substantial air quality improvement needs despite the  
23 current funding limitation on the program for large  
24 states; and

25 WHEREAS, California has traditionally been a "donor"  
26 state, having received on average over the six-year  
27 authorization of ISTEA just 91 percent of the amount  
28 California provided in gas tax revenues to the Highway  
29 Account of the federal Highway Trust Fund over that  
30 period; and

31 WHEREAS, Recent projections estimate that, within  
32 the next two years, international trade will account for 25  
33 percent of California's economy, and intermodal goods  
34 movement as a result of international trade places a  
35 significant burden on the state's transportation  
36 infrastructure; and

37 WHEREAS, It is imperative that the federal  
38 government place a high priority on providing  
39 transportation funding for the heavy infrastructure  
40 needed to advance the nation's competitiveness in



1 accommodating the growing international trade shipped  
2 through the nation's ports, airports, and border crossings;  
3 and

4 WHEREAS, California has been compelled to divert  
5 hundreds of millions of dollars from county, street, and  
6 road allocations to pay for border infrastructure  
7 improvements needed as a result of increased  
8 commercial and industrial traffic caused by the North  
9 American Free Trade Agreement; and

10 WHEREAS, Local and regional transit systems are  
11 indispensable to the daily transportation needs of millions  
12 of Californians; and

13 WHEREAS, California has recently enacted welfare  
14 reform legislation that is expected to result in a significant  
15 increase in transportation and transit needs of new  
16 workers leaving welfare; now, therefore, be it

17 *Resolved by the Assembly and Senate of the State of*  
18 *California, jointly,* That the Legislature of the State of  
19 California memorializes the Congress of the United  
20 States to enact legislation to reauthorize ISTEA in a  
21 manner that ensures more flexibility for states in  
22 spending Highway Trust Fund moneys, increases the  
23 amount of funding designated for the CMAQ program  
24 and removes the current limitations on CMAQ  
25 allocations to larger states, guarantees that each state  
26 receives at least 95 percent of its contribution to the  
27 Highway Account of the federal Highway Trust Fund  
28 each year, provides adequate funding to reflect the level  
29 of intermodal activity in each state, and allocates funding  
30 to offset the cost of local improvements to California's  
31 border infrastructure needed as a result of the  
32 implementation of the North American Free Trade  
33 Agreement, ensures consistent funding support for  
34 transit, and reflects support at the highest funding level  
35 possible for discretionary welfare-to-work transportation  
36 access programs; and be it further

37 *Resolved,* That the Chief Clerk of the Assembly  
38 transmit copies of this resolution to the President and  
39 Vice President of the United States, the Speaker of the  
40 House of Representatives, the Majority Leader of the

1 United States Senate, to each member of the United  
 2 States House of Representatives Committee on  
 3 Transportation and Infrastructure, each member of the  
 4 United States Senate Committee on Environment and  
 5 Public Works, and each Senator and Representative from  
 6 California in the Congress of the United States.

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